

The China Mail.

Established February, 1845.

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HONGKONG, TUESDAY, JANUARY 13, 1885.

日八廿一十年申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AZABAR, 11 & 12, Clement's Lane, Lombard Street; E. C. George Street & Co., 30, Cornhill; Baring & Gurney, Ludgate Circus; E. C. Handyside & Co., 37, Wallbrook, E.C.

SAMUEL DEACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—GILBERT & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WINE, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. O. HENSEN & Co., Manila.

CHINA.—MACAO, MESSRS. A. DE MELLO & Co., Seato, Quelion & Co., Amoy, Wokow, Nittow & Co., Foochow, Heng & Co., Shanghai, Lane, Crawford & Co., and Kelly & Walsh, Yokohama; Lanz, Crawford & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE FOR EQUALIZATION OF DIVIDENDS, \$400,000
RESERVE LIABILITY OF PRO-PLIERS, \$7,500,000

COURT OF DIRECTORS.
Chairman—A. P. McEwen, Esq.
Deputy Chairman—Hon. F. D. SASSON, O. D. BOTTOMLEY, M. GROVE, Esq.
H. H. HOPKINS, Esq.
H. L. DALRYMPLE, Hon. W. KERCKECK, Esq.
W. H. FORBES, Esq. M. E. SASSON, Esq.

CHIEF MANAGER.—THOMAS JACKSON, Esq.
MANAGER.—EVAN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Hongkong, August 25, 1884. 1423

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. FREDERIC DELANO HITCH in our Firm in Hongkong and elsewhere Ceased on the 30th June last.

RUSSELL & Co.,
China, 1st January, 1885. 14

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP,
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,

(FORMERLY ARTICLED APPRENTICE AND LATERLY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 1, DUDDELL STREET.

CONSULTATION FREE.

Perfect adjustment of ARTIFICIAL TEETH by Atmospheric Suction without pain or inconvenience. Discount to missionaries and families,

Sub Address,
1, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER.

22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BUOYS,
CORK JACKETS,
&c., &c., &c.

Hongkong, May 1, 1882. 256

CHINA SUGAR REFINING COMPANY, LIMITED.

DEBENTURE LOAN FOR \$140,000.

COUPONS FOR INTEREST falling due on 31st December, 1884, will be Paid on Presentation at the Office of the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, and after that date.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, December 31, 1884. 17

NOTICE.

THE MITSU BISHI MAIL S.S. Co.,

taking over the NAGASAKI DOCK, SLIP AND ENGINEERING WORKS, are now prepared to DOCK and REPAIR VESSELS, at moderate terms.

The DOCK is one of the largest and best in the East, being 431 feet long and 89 feet broad, and having a depth of water on blocks at spring tide of 27 feet and neap tides 23 feet.

The SHOPS contain Machine-tools of all descriptions and compound Engines up to 1,000 horse-power. The heavy-class of work can be undertaken at the shortest notice.

Powerful lifting SHEARS are being erected.

For further Particulars, apply to

H. J. H. TRIPP,
Agent.

Hongkong, December 18, 1884. 2135

SAILOR'S HOME.

ANY Cast-off CLOTHING, Books, or

Parcels will be thankfully received at the Sailor's Home, West Point

Hongkong, July 25, 1876. 716

WITH Reference to the above, BUSINESS will be commenced on the

1st MAY, 1884.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 715

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)

LONDON BANKERS:

UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED OR DEMANDED.

At 3 months' notice 3 1/2 per ANNUAL.

" 6 " " 4 1/2 "

" 12 " " 5 1/2 "

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON,
Manager.

Hongkong, September 15, 1884. 1568

Notices of Firms.

NOTICE.

THE PARTNERSHIP heretofore existing between the Undersigned Carries This Day by Mutual Consent, and with this Notice the Firm of HUGHES & LEGGE is DISSOLVED.

WILLIAM LEGGE,
E. JONES HUGHES.

Hongkong, January 1, 1885. 12

NOTICE.

REFERRING to the Notice of the DIS-
SOLUTION of the Firm of HUGHES & LEGGE, I will Continue the BUSINESS of
SHARE and GENERAL BROKER in my own
Name from this date.

WILLIAM LEGGE.

Hongkong, January 1, 1885. 13

NOTICE.

Q UING to the DISSOLUTION of the
Firm of HUGHES & LEGGE, I will Continue the BUSINESS of SHARES and
GENERAL BROKER and AUCTIONEER in my
own Name from this date.

E. JONES HUGHES.

Hongkong, January 1, 1885. 9

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RUSSELL & Co.,

China, 1st January, 1885. 14

NOTICE.

For Sale.

FOR SALE.

FAIRBANKS' SCALES.

DEVOE'S NONPARÉL KEROSINE OIL.

PAINTS and OILS, TALLOW and TAR, PITCH and ROSIN.

AN INVOICE OF PARLOUR AND COOKING STOVES.

EX-LATE ARRIVALS.

CHATEAU MARGAUX.

CHATEAU LA TOUR, pints & quarts.

12oz. GRAYES, " "

BREAKFAST CLARET, " "

SACONE'S MANZANILLA & AMON-

TILLADO.

SACONE'S OLD INVALID PORT (1848).

HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

BOOD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOEL PRAT & CO.'S VERMOUTH.

JAMESON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Entertainment.

THE GAIETY COMPANY.

Sole Proprietor, Geo. NOUVELLE.

FROM THE THEATRE ROYAL, CALCUTTA;

and THE GAIETY THEATRE, BOMBAY.

Patron: T. R. H. THE DUKE AND DUCHESS,

of Connaught.

His Excellency THE MARQUIS OF RIPON,

His Excellency Sir JAMES FERGUSON,

&c., &c.

WILL IT POSSIBLY GIVE TWO PERFORMANCES,

ca-route, for Shanghai.

THE FIRST PERFORMANCE,

will be GILBERT'S CLASSICAL COMEDY,

entitled PYGMALION & GALATEA.

AT THE SECOND PERFORMANCE,

will be presented, A HUSBAND IN CLOVER,

And the ORIENTAL BURLESQUE BROWN & THE BRAHMINS.

Full Particulars will be duly announced on my arrival of the Company.

The Plan of the Theatre may be seen and Seats secured at Messrs. KELLY & WALSH'S, Hongkong, December 11, 1884. 2076

Intimations.

FREDERIC ALGAR,

COLONIAL, NEWSPAPER & COMMIS-

SION AGENT,

11, Clement's Lane, Lombard Street,

LONDON.

THE Colonial Press supplied with News-

papers, Books, Types, Ink, Presses,

Papers, Correspondents, Letters, and any

European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, 5/- each.

CHINA MAIL, Office.

Mr. Andrew Wind,

NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK,

is authorized to receive Subscriptions,

Advertisements, &c., for the China Mail,

Overland China Mail, and China Review,

TO-DAY'S ADVERTISEMENTS.

FOR BANGKOK (DIRECT)

THE SCOTTISH ORIENTAL STEAM-

SHIP COMPANY, LIMITED.

The Company's Steamer

Mungkut (s),

Capt. P. H. Loff, will be

despatched for the above

Port on THURSDAY, the 15th Inst.,

at Daylight.

For Freight or Passage, apply to

YUEN FAIT HONG,

Agents.

Hongkong, January 13, 1885. 74

FOR SALE.

EXTRA FINE QUALITY

FRENCH BUTTER.

BRAND 'DUO DE NORMANDIE,

—The Oldest Butter.

PACKING ESTABLISHMENT IN NORMANDY.

IN 1lb tins and Cases of 48 tins each.

Sold in Quantities of not less than one

dozen tins, at 5/- per Dozen.

Reduction made to Purchasers of one

case and upwards.

G. R. LAMMERT,

Sole Agent.

Hongkong, October 4, 1884. 1033

NOW ON SALE.

A CHINESE DICTIONARY

IN THE CANTONESE DIALECT,

BY DR. E. J. EITEL.

CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50

Part II. K-M, 2.50

Part III. M-T, 3.00

Part IV. T-Y, 3.50

A Reduction of 10/- per cent. will be

allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Lan-

guage, constructed on the basis of Kangxi's

General Dictionary, contains all Chinese

characters in practical use, and while alpha-

betically arranged according to the sounds

of the oldest dialect of China, the Can-

tonese, it gives also the Mandarin pronun-

ciation of all characters explained in the

book, so that its usefulness is by no means

confined to the Cantonese Dialect, but the

work is a practically complete Thesaurus of

the whole Written Language of China, an-

cient and modern, as used all over the

Empire, while its introductory chapters

serve the purposes of a philological guide

to the student.

A Supplement, arranged for being bound

and used by itself, and containing a List

of the Radicals, an Index, and a List of

Surnames, will be published and sold

separately.

LANE, CRAWFORD & CO.

Hongkong, January 16, 1883. 151

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL,

THEORETICAL AND POPULAR

ASPECTS,

BY DR. E. J. EITEL, PH.D., TUBINGEN.

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884. 1388

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

Can be obtained from KELLY & WALTERS

at Shanghai and Hongkong, at LANE,

CRAWFORD & CO., Hongkong, and at the

China Mail Office.

To-day's Advertisements.

CITY HALL,

HONGKONG.

MONSIEUR LE SAUVET

has the honour to announce that

HE WILL GIVE

(Under the distinguished Patronage of H.E.

Sir GEORGE FERGUSON BOWEN,

G.C.M.G.)

A GRAND CONCERT

in the

ST. ANDREW'S HALL,

CITY HALL,

ON

THURSDAY EVENING,

the 22nd Instant.

when he will kindly assist by

LADIES & GENTLEMEN AMATEURS.

PROGRAMME.

PART I.

"Fidelio" (arranged for eight hands on two pianos)

1.—Overture.

2.—Part Song "Goodnight, beloved" (arranged for two pianos)

3.—Solo Piano "Sonata in C" (Beethoven)

4.—Serenade "La Sérénade" (Braya)

5.—Solo Piano "Rondo" (Chopin)

6.—Song "Alla stola" (Leopoldo Millootti)

7.—Violin Solo "Roverie" (Ch. Dancla)

INTERVAL OF 10 MINUTES.

8.—Overture "The Magic Flute" (Mozart)

(Arranged for eight hands on two pianos)

9.—Recit. and "King Rong's" Henry

Romance (Daughter...) (Shuter)

Mrs. Floss-Smyth

10.—Solo Piano "Fantasie" (Thalberg)

11.—Part Song "du Four" (Marschner)

GENTLEMEN AMATEURS

12.—Solo Piano "Mai" (Purcell) (Dupon)

13.—Song "Gavotte" (Suillet)

MONSIEUR G. SAUVET

N.B.—A NEW CONCERT GRAND

PIANO BY BROADWOOD will be used

by Monsieur LE SAUVET, which is

THE CHINA MAIL.

The programme for M. Sauviet's grand concert, to be given on the 22nd instant, will be found in another column.

The badness of at least some branches of trade during the last twelve months is shown by a return from the Collector of Stamp Revenue for the years 1883 and 1884, which was published in the *Government Gazette* on Saturday. This return shows a total decrease in the receipts during the last year of no less than \$23,161. Among the items showing a large decrease are Bank Notes \$4,424; Bills of Exchange and Promissory Notes 2,672; Transfer of Shares \$3,404; Conveyances \$2,165; Adhesive Stamps \$4,202; and Court Fees \$2,676. The sums given are the actual decreases. The increases amounted to \$3,749, the chief items being Bills of Lading \$782; Probates and Letters of Administration \$1,689; and Policies of Marine Insurance \$699. There is not likely to be much improvement until the Franco-Chinese imbroglio is settled; in fact if hostilities are prolonged in the Far East during the greater part of the present year, which is quite possible, we are afraid that 1885 will compare less favourably with 1883 than does 1884 in the return of the Collector of Stamp Revenue.

We observe that workmen have begun to clear the large piece of vacant ground which borders on Robinson Road between Stonehenge on the East and Rocklands on the West. This ground has been purchased by Mr E. R. Bellairs, and, we understand, it is the intention of this gentleman to erect several houses, which he will let at a low rental. It is Mr Bellairs' intention to make these houses suitable for residents whose incomes are moderate and who cannot afford to pay the high, and, in some cases, exorbitant rents demanded for the houses which their position in society compels them to occupy. Objections are being raised to the construction of this class of house on the land in question, by the proprietors of the adjoining lots and houses, on the ground that under the Crown lease the owner of any land in the vicinity can erect only detached villas or residences similar to those constructed in the neighbourhood; and it is contended that the value of property in the vicinity would be considerably lowered by the proposed departure from the existing rule. At all events, the Government has been petitioned upon the matter by the property-holders and tenants interested, and the question has still to be decided by the Colonial authorities.

THE two telegrams from London announcing that the French were despatching heavy reinforcements to Tonquin are now explained. In an advice dated the 5th January it was stated that 6,000 men were sent out, and in another dated three days later we were informed that this number had been increased to 12,000. These two telegrams should be read side by side with the official telegrams from Tonquin announcing that severe fighting occurred there on the 1st and 4th January. It is clear that the fighting which took place on both these dates was of a very serious nature, especially that on the 4th. On that day General Negrier is said to have routed 12,000 Chinese; to have captured a very strong fortified position, and to have seized a considerable quantity of war material. Six hundred of the Chinese are said to have been left dead on the field. But although the Chinese were repulsed they have evidently shown themselves to be sufficiently formidable to cause the French commander-in-chief to telegraph home at once for strong reinforcements. Hence the decision arrived at by the French Ministry to send out 12,000 more troops as soon as possible.

Most probably the Chinese took the offensive in at least the earlier of these engagements. The French reinforcements which recently passed through Singapore could not have got to the front in time for this fighting, and General Briere de l'Isle is not likely to have endeavoured to bring about a serious engagement until his reinforcements, which were close at hand, had arrived. It was, and is, the policy of the Chinese to strike as quickly and as strongly as possible in Tonquin. The French forces are increasing in numbers there, and the positions held by them are daily becoming stronger. In two or three months more all operations, on an extensive scale will be impossible in the Tonquin delta. The Chinese intended no doubt, in the event of their defeating the French troops, to pour down into the delta to Hanoi and even to Haiphong. Had the Chinese been able to overpower the French on the 1st or on the 4th, there would have been a fearful spectacle in Tonquin. Every European's life in the country would have been jeopardised.

Knowing that the French were upon the point of receiving reinforcements, the Chinese have evidently made a grand effort against their enemy, and have been unsuccessful. These defeats, however, of the Chinese are not likely to have much influence upon the policy of the Government, which is to harass the French in Tonquin and to compel them to keep a large force there, rather than to drive them out of the country. If the French advance when the reinforcements that have lately been passing through Singapore reach their destination there will be more severe fighting, as the Chinese have on the borders two or three armies each as large as the one which has just been fighting.

THE afternoon Messrs C. E. Bowles and C. J. Hirst competed for the Lawn Tennis Championship. Both contestants exhibited good play, but Bowles had a rather easy task in defeating his opponent by two sets to one (6-3), (6-2).

To-morrow, Messrs Master and G. S. Coxon will play their match over again, commencing at 3.30. The latter player should win. Messrs Rice and Bird will also play at 4.15. Bird should prove the victor.

A BURGLAROUS attack of a most determined character is reported to have been made on a military establishment at Sandy Bay.

This bay is situated just at the foot of Mount Davis, which one passes on the right hand side while on the way to Aberdeen, via, Pokfulam. Here the military authorities have erected a watchtower, contained in which are the electrical instruments required for sprung a torpedo mine, or mines, laid somewhere in the vicinity.

This shed is generally used by two Chinese watchmen. On Monday morning, about two o'clock, the watchmen at present in charge of it, were aroused out of their sleep by a party of Chinese, consisting of ten men, breaking into the shed and attacking them. The watchmen were soon pinioned, and then the attacking party stole those articles which they thought would be of value to them.

Among the articles taken were a telescope, and all the clothing belonging to the watchmen, one of whom has sustained rather a severe bruise on his face. Apparently the burglars were afraid the instruments were rather uncanny things to meddle with, for they made off without harming them. The watchmen declare their assailants landed from a boat. One man, a fisherman by trade, has been arrested by the Police in connection with the attack and charged before Mr Weddhouse, who has remanded the case until to-morrow.

THE spirit of the Land League is reviving, and its old practices are beginning to appear in the neighbourhood of Dublin. It was discovered at Bray that during the night hundreds of Boycotting notices had been posted, not only in the town, but along the country roads which people would traverse to attend the Bray market in the afternoon. The notice is as follows:—Down with Land-Grabbers.—To the farmers and traders of Wicklow, Wexford, and Dublin.—Beware of [here the name of a notorious land-grabber is given] that cowardly traitor who has betrayed and scandalized the holy cause of the Irish people. Have no dealings with him or with any one who does so. He has been false to his country and his God. The man, woman, or child who is seen to enter his house or to have any intercourse with him or any member of his family will be over branded as renegades of the sacred cause of Ireland, and their succeeding generations will curse them for that reason. The torture of hell would be but light punishment for an accursed land-grabber. (Signed) Murty Hynes.

THE American journals never tire of dilating upon the humble origin of most of the prominent New Yorkers of the present day. Even Mr. W. H. Vanderbilt, it appears, was once so poor that he was glad to raise a small sum by mortgaging a farm which his father had grudgingly given him, and which he tilled with no great profit for thirty years, until he inherited the eccentric Commodore's millions. As for the Astor family, the seed of its prosperity was twenty-five dollars. Cardinal McCloskey began life as a newsboy in Brooklyn; the Jerome were once bare-footed labourers; Mr. Cyrus Field and Mr. W. E. Dodge were shopmen, receiving only two dollars a week; and Mr. J. W. Mackay was a working minor. Two of the greatest publishers in the Empire City spent their boyhood as 'devils' in a printing office; and the early lives of Mr. Gould and Mr. Drexel, the bankers, were passed in almost abject poverty. Yet it is surely rather the spirit of the New World to sum up an article on the interesting subject by saying, 'All our successful men got their money either from store, or factory, or commerce—or else by stealing it.'

An extraordinary scene has been witnessed in the large room of the Young Men's Christian Association, Cambridge. A number

forty or fifty only remaining. The rest of the proceedings were uninterrupted.

THE following circular has, says the *Straits Times*, been printed and distributed among the leading citizens of Singapore. The object is a good one, and there appears to be plenty of room for another Fire Insurance Company, especially one of a local character. There is no reason why at least a share of the profits arising from the large business done in Fire Insurance should not be retained in the district:

Local Fire Insurance Company.

Has not the time come for this to be taken in hand?

With the exception of a particular class of risk, has not the experience of the Fire Insurance Companies doing business in Singapore been highly satisfactory?

Witness the positions of the larger European Companies and also of the China Companies. Quotations for the latter we are given on the 23rd instant.

Hong Kong Fire Insco. Coy. \$60 (paid up) \$65

China Fire Insco. Coy. \$20 (paid up) \$67

Reserve funds being respectively \$88,000 and \$40,000.

Capital and stock being \$2,000,000.

And in a leading article in the *Economist* of 15 November, on the subject of Fire Insurance Rates, that until the last two years the profits had been enormously large, and that the pace for years having failed to yield such enormous large profits rates of premium for a certain class of risks has been increased from 100 to 300 per cent.

It will not be said, as was done when the local Marine Insurance Company was proposed, that the field is already fully occupied.

To this no better answer need be given than to point to the business done by the Straits Insurance Company, and the highly satisfactory position of that Company.

Does not the Straits Insurance Company, for Marine risks, offer a very sufficient incentive to form a local Fire Insurance Company?

Ships at about 100% premium.

And may it not be said that if similarly judicious and capable management be secured a Straits Fire Insurance Company may prove equally successful, and afford much safer opening for investment than some other enterprises in this quarter.

If the idea be generally approved, we would suggest an early meeting of all high officers, to prevent a settlement of the subject.

Yours, etc.,

W. G. C.

John BURKINSHAW.

Singapore, 2nd January, 1883.

THROWING LINE IN A TICKET COLLECTOR'S BOX.

Li Alin, described as a farmer, was accused by Li Aken, a ticket collector at the Kao Shing Theatre, with having beaten him on the 12th instant. According to the complainant, the defendant and two companions came to the theatre yesterday afternoon, and demanded admittance to the show free of charge. This modest demand was refused, and the men went away. Later on, in the evening, they returned to the theatre and made the same demand, which was again refused. Thereupon defendant threw a handful of line into the ticket collector's eyes and blinded him. The occurrence was witnessed by Tai Yau Yuk, a Police Sergeant Interpreter, who arrested defendant. Dr Ayres examined the ticket collector's eyes and reported that the left eye was inflamed, from what cause he could not say. The inflammation might have been caused by lime, dust or extreme friction. The case was remanded until Thursday next.

Police Intelligence.

(Before H. E. Weddhouse, Esq.)

Tuesday, January 13.

THROWING LINE IN A TICKET COLLECTOR'S BOX.

Kwong Alin, described as a farmer, was accused by Li Aken, a ticket collector at the Kao Shing Theatre, with having beaten him on the 12th instant. According to the complainant, the defendant and two companions came to the theatre yesterday afternoon, and demanded admittance to the show free of charge. This modest demand was refused, and the men went away. Later on, in the evening, they returned to the theatre and made the same demand, which was again refused. Thereupon defendant threw a handful of line into the ticket collector's eyes and blinded him. The occurrence was witnessed by Tai Yau Yuk, a Police Sergeant Interpreter, who arrested defendant. Dr Ayres examined the ticket collector's eyes and reported that the left eye was inflamed, from what cause he could not say. The inflammation might have been caused by lime, dust or extreme friction. The case was remanded until Thursday next.

Naval Court Martial.

A Naval Court Martial was held on board H.M.S. *Victor* E�ent on to-day, at which the following cases were decided:—

DISOBEDIENCE OF ORDERS.

Patrick Kanofex and John Wicksteed, ordinary seamen, belonging to H.M.S. *Cleopatra*, were found guilty of refusing to obey the just orders of their superior officer, the master-at-arms. Kanofex was sentenced to nine months' imprisonment with hard labour, while Wicksteed, who appeared to have been very insolent to the master-at-arms, was sentenced to be imprisoned with hard labour, for twelve months.

SERIOUS CHARGE AGAINST A WARRANT OFFICER.

Thomas E. Moore, carpenter of H.M.S. *Cleopatra*, was charged with creating a disturbance and two counts with creating a disturbance on board H.M.S. *Cleopatra* on the 12th Oct. last, and with conduct unbecoming an officer, on the same occasion.

Lieut. R. P. Cochran, of H.M.S. *Cleopatra*, was the first witness called. His evidence was to the effect that he was at the dock on the 12th instant when the master-at-arms was sent to him and reported that Mr Moore was making a disturbance on the lower deck and challenging the men to fight. He told the master-at-arms to lie down and the two parties had a free fight. He got his water, took it away, and then returned, and, seeing two buckets there belonging to complainant, he smashed them, as satisfaction for having been assaulted some ten days before.

The case was remanded until Thursday next, bail being allowed in one deposit of \$5.

SETTING A SIEGE ON FIRE.

While Sik Constable Ali Buz was this morning engaged in setting a number of hawkers to 'move on' in East Street, Chin Alun, hawkler No. 210, stood up behind him, and placed a lighted joss stick on his head, which was slightly burned. Ali caught hold of the incendiary, and took him to the Station, and this forenoon caused him to be fined \$1, or undergo a

A SUPPOSED LUNATIC.

Pau Aan, servant, was charged by Mr Alston O'Driscoll Gourdin with being a dangerous lunatic. Mr Gourdin said he was an assistant in the Chinese Insurance Company, and had reason to think defendant, who was pantry boy on board the *Diamond*, was crazy. Last night Mr Gourdin found his boy in his conductor's room, lying upon the floor in a fitful way and like a lunatic and so had him laid down, but that from his knowledge of a previous case in which Mr Moore had been sent to hospital for insanity, he considered it wise to put him under restraint. Witness accordingly put the prisoner under arms for insanity. He asked the prisoner for an explanation of his conduct and he admitted that he had not created any disturbance, or words to that effect. In answering to his questions the prisoner's speech was thick and he seemed to be in an excited state. Witness had not noticed anything peculiar in prisoner's conduct since his return from hospital on the 13th. Sydney Bowk master-at-arms on H.M.S. *Cleopatra*, deposed that on the evening of the 12th Oct., about 6.40, Mr Moore came from the marines' flat into the gallery, and said 'All our successful men got their money either from store, or factory, or commerce—or else by stealing it.'

THE two telegrams from London announcing that the French were despatching heavy reinforcements to Tonquin are now explained. In an advice dated the 5th January it was stated that 6,000 men were sent out, and in another dated three days later we were informed that this number had been increased to 12,000. These two telegrams should be read side by side with the official telegrams from Tonquin announcing that severe fighting occurred there on the 1st and 4th January. It is clear that the fighting which took place on both these dates was of a very serious nature, especially that on the 4th. On that day General Negrier is said to have routed 12,000 Chinese; to have captured a very strong fortified position, and to have seized a considerable quantity of war material. Six hundred of the Chinese are said to have been left dead on the field. But although the Chinese were repulsed they have evidently shown themselves to be sufficiently formidable to cause the French commander-in-chief to telegraph home at once for strong reinforcements. Hence the decision arrived at by the French Ministry to send out 12,000 more troops as soon as possible.

Most probably the Chinese took the offensive in at least the earlier of these engagements. The French reinforcements which recently passed through Singapore could not have got to the front in time for this fighting, and General Briere de l'Isle is not likely to have endeavoured to bring about a serious engagement until his reinforcements, which were close at hand, had arrived. It was, and is, the policy of the Chinese to strike as quickly and as strongly as possible in Tonquin. The French forces are increasing in numbers there, and the positions held by them are daily becoming stronger. In two or three months more all operations, on an extensive scale will be impossible in the Tonquin delta. The Chinese intended no doubt, in the event of their defeating the French troops, to pour down into the delta to Hanoi and even to Haiphong. Had the Chinese been able to overpower the French on the 1st or on the 4th, there would have been a fearful spectacle in Tonquin. Every European's life in the country would have been jeopardised.

Knowing that the French were upon the point of receiving reinforcements, the Chinese have evidently made a grand effort against their enemy, and have been unsuccessful. These defeats, however, of the Chinese are not likely to have much influence upon the policy of the Government, which is to harass the French in Tonquin and to compel them to keep a large force there, rather than to drive them out of the country. If the French advance when the reinforcements that have lately been passing through Singapore reach their destination there will be more severe fighting, as the Chinese have on the borders two or three armies each as large as the one which has just been fighting.

THE CHINA MAIL.

Settlement of the Corean Difficulties.

We are very glad to learn that private telegrams have been received here stating that the Corean difficulty has been settled through the intervention of the British Minister at Peking. It would have been most unfortunate had a serious quarrel occurred between Japan and China over such a question as the Corean. Both countries, however, appeared to be disposed to negotiate in a friendly and reasonable spirit, and an amicable settlement of the imbroglio is, it seems, the result. In writing on this subject a few days ago we expressed an opinion that the Japanese Government would be too chivalrous to take advantage of China's difficulties at the present time to press any unfair demands upon her. The news received to-day confirms this opinion. Apart from the Franco-Chinese trouble, it is the policy of Japan and China to maintain friendly relations, and by their unity to prevent foreign interference at a time when there seems to be an annexation craze among the great Powers.

The telegrams further state that the Chinese and Japanese Ambassadors have united in thanking the British Minister and H.B.M. Consul General in Corea (Mr Aston) for the success of their efforts in bringing about a settlement agreeable to all parties.

A Chinse Scheme of Harbour Defences.

The *Shan Pao* of 12th December contains a long article on Harbour Defence by a Professor named P'wan Yün-sun, 'a man of profound learning, great mechanical skill, versed in mathematics, engineering, and metallurgy, whose scheme, if adopted by all high officers, will prove successful.' The following is a translation of this notable plan of defence:—

—The destruction of most of the Chinese fleet at Pagoda Anchorage was due as much to the incapacity of the officers and crew as to the unseaworthy nature of the ships. That defect proves how vain it is for China to try to meet the French at sea, even had she good ships and guns as they have; for she has not the proper men.

China has, therefore, nothing for it but to defend or to block her harbours. At present junks full of stones are being sunk in all the ports. This is a good way of keeping the French out, but open to objections. If the junks are loaded and kept ready to sink on the enemy's appearance, it is likely enough that in the excitement of the moment they will not be sunk at all; if they are sunk beforehand, it will cost vast sums to clear the passage after the war is over, and, meanwhile, the Chinese vessels are shut in and unable to pursue the enemy; if they are not sunk, they may be easily broken up.

They can be used for fighting, too. A clever leader, before the enemy arrives, can lay a line of small rafts outside the 'broadside' rafts, then the 'line' rafts, leaving a passage for ships to be shut in at proper time.

In front of the small rafts and behind the 'line' rafts he lays down two lines of masts flush with the water, which can be machined to submerge to any depth, while behind the small rafts and the 'broadside' rafts the passage is defended by two rows of mines. Thus, entering from the sea, one encounters (1) line of submerged rafts, (2) small rafts, (3) mines, (4) broadside rafts, (5) mines, (6) line rafts, (7) submerged rafts, and (8) gunboats, etc., while in every creek other rafts are hidden ready for surprise or rear attack. Suppose the hostile fleet arrives. First of all, the rafters are stopped by the line of small rafts linked together, while at this moment the broadside rafts open a hot fire. Supposing they pass the second line of mines, the mines, exploding suddenly, must do vast damage. If not, the storm of shot, rockets, etc., from the broadside rafts should cause a retreat. If it does not, the crews flee, but the rafts remain blocking the way. And there are the mines too. Supposing the ships to fly over the broadside rafts, the next line of mine must destroy them. But if not, the fire rafts, boating down with the wind, would be sure to utterly consume them. Moreover, there is the inner line of submerged rafts and the gunboats guarding the rear. But, supposing the enemy do not triumph over every obstacle, if they are beaten on the first attack, the rafters are loose and pursue them; if they are beaten on the second, they will be encircled with the fire rafts. Moreover, on each bank earthworks and masked batteries are placed, and all kinds of smoke substances are burnt so that

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF TOKIO* will be despatched for San Francisco, via Yokohama and Honolulu, on SATURDAY, the 17th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Canada, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be sent at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, January 10, 1885.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
PESHAWAR, Captain J. C. BAKER, with
Her Majesty's Mails, will be despatched
from this for LONDON, and BOMBAY
and SUEZ CANAL, on TUESDAY, the
20th January, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be
transhipped at Colombo; Tea and Gen-
eral Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Colombo.

For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passenger desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

N.B.—This Steamer takes Cargo and Pas-
sengers for MARSEILLES.

A. MCIVIER, Superintendent.

Hongkong, January 7, 1885.

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half-ounce, for Books and Patterns, per two ounces.

Now, where ever four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packages of paper may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole is paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of the paper, if any partially written upon, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs.

Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, We. Africa, Egypt, Mauritius, and the Islands of the Indian Ocean, Salvador, Brazil, Peru, Chile, Venezuela, The Argentine Republic, Jamaica, Trinidad, Colonia, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—
Letters, 10 cents per $\frac{1}{2}$ oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and $\frac{1}{2}$ oz. 2 cents per 2 oz.

There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Reg-
istration, 10; Newspapers, 2; Books and Patterns, 2; via Ceylon, Letters, 25; Reg-
istration, 10; Newspapers, 2; Books and Patterns, 2.

Chair, Jinricksha, and Boat Hire.

LEGALIZED TARIFF OF FEES FOR CHAIRS,
CHAIR DIAPERS, AND BOATS,
IN THE COLONY OF HONGKONG.

Chairs.

Half hour, ... 10 cents.

One hour, ... 20 cents.

Three hours, ... 50 cents.

Six hours, ... 70 cents.

Day (from 7 to 6), One Dollar.

TO VICTORIA PEAK.
Single Trip, Return Direct.
Four Cooldies, \$1.00 Four Cooldies, \$1.50
Three Cooldies, 85 Three Cooldies, 1.20
Two Cooldies, ... 70 Two Cooldies, ... 1.00

RETURN.
By Pok-fu-lam, By Aberdeen, Shortest
Road.

Four Cooldies, \$2.00 Four Cooldies, \$2.50
Three Cooldies, 1.60 Three Cooldies, 2.00
Two Cooldies, ... 1.30 Two Cooldies, ... 1.60

By Wan-tsui Gap.

Four Cooldies, ... 81.75
Three Cooldies, ... 1.40
Two Cooldies, ... 1.20

TO VICTORIA GAP.
Single Trip, Return Direct.

Four Cooldies, 60 cents. Four Cooldies, 90 cents.
Three Cooldies, 50 cents. Three Cooldies, 75 cents.
Two Cooldies, 40 cents. Two Cooldies, 60 cents.

Return by Pok-fu-lam, Return by Aberdeen,
Shortest Road.

Four Cooldies, \$1.00 Four Cooldies, \$1.20
Three Cooldies, 1.60 Three Cooldies, 1.60
Two Cooldies, ... 0.90 Two Cooldies, ... 1.20

By Wan-tsui Gap.

Four Cooldies, ... 81.15
Three Cooldies, ... 0.95
Two Cooldies, ... 0.80

Local Delivery.

1. All correspondence posted before 5 p.m. on any work day is addressed in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each box must be addressed at least ten.

4. Boxholders may also send Patterns to the same place in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

5. The Sentences given appear to be well arranged.—*China Mail*.—Contain a wide range of subjects.—*Chinese Reader*, &c., an extensive Vocabulary.—*Daily Press*, &c.

FOR SALE at Messrs. KELLY & WALSH'S, W. BROWNE'S, and LANE, CRAWFORD & CO.'S, Hongkong; and at MESSRS. THURWAX & CO.'S, London.

Hongkong, January 23, 1884.

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WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH.

MORNING STAR

Runs Daily as a Ferry Boat between
Pudding Wharf and Tsim-Tsui-Yau at the
following hours.—This Table will take
effect from the 1st November, 1884.

WEEK DAYS.

Monday to Friday, 6.00 A.M. to 7.00 P.M.

6.00 " 8.30 " 6.30 " 8.00 "

8.50 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 11.00 " NOON "

10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.20 " 3.00 " 3.30 " 4.00 "

3.20 " 3.50 " 4.20 " 4.35 "

4.10 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.30 " 5.50 "

5.25 " 5.40 " 5.10 " 6.30 "

6.05 " 6.30 " 7.00 "

6.50 " 7.00 "

Merchant Vessels in Hongkong Harbour.

Vessel's Name.	Captain.	Flag Reg.	Tons.	Date of Arrival.	Consignee or Agent.	Destination.	Remarks.
Steamers							
Astoria	John Philp.	Brit. sin.	1402	Dec. 20	Russell & Co.	Sydney, &c.	To-morrow
Audrey	John Philp.	Feb. sin.	3377	Dec. 20	Messageries Maritimes	Calcutta, &c.	17th inst.
Arration Apear.	John Philp.	Brit. sin.	1302	Jan. 4	David Sisson, Sons & Co.	Saigon	Today
Bonvenu	John Philp.	Brit. sin.	1049	Jan. 11	Butterfield & Swire	Yokohama, Amoy & San Francisco	17th inst.
Camelot	John Philp.	Brit. sin.	1482	Jan. 9	Russell & Co.	To-day	
Carisbrooke	John Philp.	Brit. sin.	956	Nov. 25	Bun Hin Chan	Kleen Dock	Kleen Dock
Castello	John Philp.	Brit. sin.	2129	Jan. 11	Russell & Co.	Amoy & Manila	To-day
Cheng Hoek Kian	John Philp.	Brit. sin.	1219	Jan. 11	Russell & Co.	Yokohama	To-day
Crusader	John Philp.	Brit. sin.	648	Jan. 11	Russell & Co.	Swatow & Amoy	To-day
Diamante	John Philp.	Brit. sin.	514	Jan. 11	Russell & Co.	Swatow	To-morrow
Djennah	John Philp.	Brit. sin.	2431	Jan. 10	Messageries Maritimes	Heichow, &c.	Kleen Dock
Estrella	John Philp.	Brit. sin.	182	Oct. 30	Remedios & Co.	Heichow, &c.	To-morrow
Fokion	John Philp.	Brit. sin.	609	Jan. 13	Douglas Steamship Co.	Swatow & Bangkok	To-day
Hindu	John Philp.	Brit. sin.	227	Dec. 29	Adamson, Bell & Co.	Swatow	To-day
Hindu	John Philp.	Brit. sin.	1639	Jan. 10	Douglas Steamship Co.	Swatow	To-day
Hoek	John Philp.	Brit. sin.	1639	Jan. 10	Douglas Steamship Co.	Swatow	To-day
King Bee	John Philp.	Brit. sin.	1639	Jan. 10	Douglas Steamship Co.	Swatow	To-day
King Bee	John Philp.	Brit. sin.	1639	Jan. 10	Douglas Steamship Co.	Swatow	To-day
King Bee	John Philp.	Brit. sin.	1639	Jan. 10	Douglas Steamship Co.	Swatow	To-day
King Bee	John Philp.	Brit. sin.	1639	Jan. 10			